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[a30-5]

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[a1351]

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Hongkong, 29th April, 1908. [a1364]

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1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 2.45 p.m. Every 15 minutes.  
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3.30 p.m. to 5.00 p.m. Every 15 minutes.  
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8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.  
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[a747-2]

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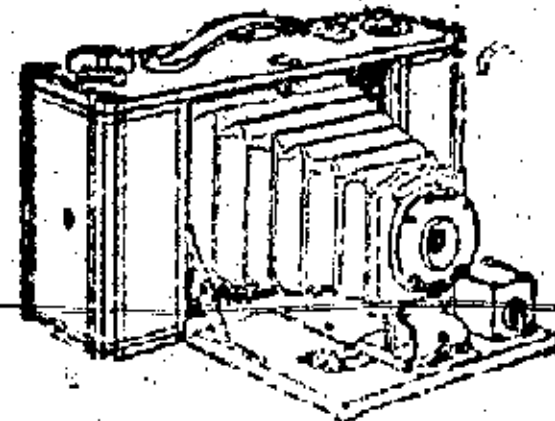


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Hongkong, 1st September, 1910. [a43]

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Hongkong, 27th May, 1911. [a577]



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125

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Correspondents must forward their names  
and addresses with communications ad-  
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HONGKONG OFFICE: 10A, DES VOGES ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

**The Daily Press.**

HONGKONG, MAY 30TH, 1911.

The great changes which the use of oil fuel will introduce in the industrial, commercial, and even military operations of the future are suggested by the telegram which we published three days ago announcing that the British Admiralty had contracted with Scottish Oil Companies for the supply of ten million gallons annually, or double the quantity which had been the subject of the original negotiations. Viewed with the prophetic eye, it is not difficult to realise that this decision of the Admiralty is an intelligent anticipation of events, and remembering, too, that the British naval experts have of late years led the world in most matters tending to enhance the value of the navy from a military standpoint, it may be expected that other nations will experiment in this direction also, or else be content to act on the assumption that the tests made by Great Britain must have been satisfactory to warrant such a decided advance on original intentions as is indicated by the doubling of the contract quantity of oil fuel. But tremendous though the changes be which oil fuel will lead to in the British navy—the Dreadnought of the near future is expected to be a battleship with no smokestacks—they are likely to be even greater in the more peaceful operations of our varied life. The wonderful achievements of the first decade of the Twentieth Century, with its remarkable progress in the conquest of the air, the greater uses of electricity, and the wider application and perfection of wireless

telegraphy, have accustomed people to entertain new ideas with a receptivity which was impossible to a past generation. No longer do men cling to the belief that what was good for their fathers is good enough for them. No, they realise that there are many ways in which the forces of nature can be made serviceable to man. They realise that there are many gifts lying to their hands which have only to be grasped and utilised. So great is this belief in the rich possibilities of the future, in the discovery of wonders that almost suggest the magical or the supernatural, that the present generation always seem to be standing on the tip of expectation, ready, after the fruits of some fresh discovery have been assimilated, to anticipate another which shall be even more wonderful. In the same way that we are prepared for innumerable applications of the new science of aviation, we may look forward to great changes due to the use of oil fuel. In the words of the Chairman of the G. M. Oil Fields Company, Limited, in addressing the shareholders the other day in London: "The age of oil is only just beginning. I have preached for some time that soon we should see, not a few trains propelled by liquid fuel, but all trains, as well as the mercantile marine and the navies of the world. In five years' time I think it will be a rare thing to see a horse-drawn carriage. Probably in from 10 to 12 years it would be a rarity to see a steamer on the ocean with funnels. I have before me an account of a steamer without funnels which has made its first voyage successfully with liquid fuel. It burned about two tons of oil a day, instead of eight tons of coal, and it was cleaner and easier to handle." There is a picture of the future which, it has to be admitted, does not call for any great flight of imagination. In such oil-producing countries as Russia and Roumania, steamships and works are largely run by mineral oil, and that this new agency has not been more freely employed in other parts of Europe is explained by the fact that freight has to be added to the production cost. That being so, engineering plant on which a large amount of capital has been expended will not be readily scrapped until the economy of oil is demonstrable, and that alone will cause the process of conversion to be slower than might be expected in view of the advantages claimed for oil fuel, but there can be no doubt that in a year or two the construction of railway locomotives and steamships will begin to show the changes which are bound to follow the application of a discovery which is of immense value to the world, and which incidentally removes the fear which many entertained regarding the ultimate failure of our coal supply.

To-day is the American Memorial Day, when the graves of those who have fallen in war are decorated.

The number of smallpox cases in the Colony is decreasing. Only seven were notified last week.

The two cases of plague reported during the 48 hours ending at noon yesterday brings the total this year to 60.

The meeting of shareholders in George Fenwick & Company advertised for to-day has been postponed.

M. Klobukowsky, formerly Governor-General of Indo-China, may be appointed French Ambassador in Tokyo.

According to Japanese newspapers over 1,600 houses were destroyed by a fire in the Hokkaido some ten or twelve days ago.

The Sultans of Perak and Kedah sailed on the s.s. *Moolten* from Penang for England to be present at the Coronation.

On Sunday night the police removed the dead body of a man from Stanton Street. He is believed to have been an opium smoker.

For stealing flowers at a garden at Wongai-choeng Mr. Hazeland yesterday at the Magistracy sentenced a Chinese to eight strokes of the birch and 48 hours' detention.

The following is gazetted:—The King's Own (Yorkshire Light Infantry). The undermentioned second lieutenants to be lieutenants. Dated April 1, 1911: Guy de Hoghton and William H. Brooke.

Undeterred by the death of M. Vallon, another aviator expects shortly to appear in Shanghai, by name Mr. Laurence Rosario, who announces that he will be in a position to make trips at Kiangwan in the near future.

A correspondent writes to inquire whether the Ginkhama, which should have taken place last Saturday, has been cancelled or merely postponed. He suggests that it be held on Saturday next or Monday (Bank Holiday).

The new Chinese Chamber of Commerce at Bangkok has now been constituted, and will be formally opened at an early date. The Chinese rice-millers, Hongkong traders and others already have their trade societies in Bangkok, but the new Chamber embraces all Chinese trade interests. Mr. Koh Fai Shauk, of Messrs. Koh Mah Wah & Co., is president.

Princes Fashim is said to have taken to England the Order of the Grand Cross of the Chrysanthemum to confer, on behalf of the Emperor of Japan, upon King George.

A Chinese youth who stole \$110 from his grandmother, who resides at No. 4, Lamont Street, Wanchai, on January last, was sentenced by Mr. Hazeland at the Magistracy yesterday to six weeks' imprisonment with hard labour.

A Chinese who was caught in the act of cutting a pocket at a theatre at Shaikwan yesterday was sentenced by Mr. Hazeland at the Magistracy yesterday to two months' imprisonment with hard labour and four hours' stocks.

The Portuguese High Commissioner of the delimitation of the Macao boundary is reported to be on the way to Peking to re-open negotiations for the settlement of the disputes that have been a source of irritation in that place during the past two years.

At the Magistracy yesterday Mr. Hazeland sentenced a Chinese to six weeks' imprisonment and four hours' stocks for stealing two jackets. A similar sentence was passed on another man who stole two jackets and \$37 in money from a house in Centre Street.

The master of a piece-goods shop in Wellington Street has reported to the Police that while walking along Elgin Street on Sunday night he was attacked by two men. They threw him on his back and discovered \$1.80 in his possession, but did not wait to take the money.

It is extremely gratifying to note, says the *N.C. Daily News*, that not only have all the British store-keepers in town agreed to close their premises on June 22, the date of the Coronation, but practically all their counterparts of other nationalities have also decided upon a similar step. In this way it will be possible to make the celebrations the success they deserve to be.

The cry for a reduction of rents is once more being heard among the Chinese population of the Settlement at Shanghai, and it has been ascertained, says the *N.C. Daily News*, that the Rent Reduction Bureau, which was more or less troublesome at the end of 1910, has again been established. Once more the moving spirit in the agitation is the patriarch Liu Pao-chang, the venerable householder who made a point of leading all sorts of processions into the Settlement. It may be remembered that when the agitation was at its height Liu distinguished himself by making banners out of old sacks, and when taken to the Mixed Court offered to immolate himself on the altar of reduced rents. He puzzled the authorities, both Chinese and foreign, to know what to do with him and his desire for martyrdom, openly expressed, and rather than gratify this whim he was not at large after several very interesting proceedings at the Court. Now, under his tutelage, the Rent Reduction Bureau has taken shape again in the Hongkew district, a d. Liu and his followers are pursuing their propaganda with some vigour. Chinese landlords have already been approached, but so far the crusade has been of a very peaceful nature. It will be of interest to see the outcome of the efforts now being put forward.

## ANOTHER ALLEGED GODOWN THEFT.

Three Chinese were charged before Mr. Wood at the Magistracy yesterday afternoon with breaking and entering a godown at No. 5, Wing Wo Street, and stealing goods to the value of \$1,553.25, and with receiving stolen goods.

Mr. R. A. Harding appeared for the prosecution, Mr. W. E. L. Shenton (of Messrs. Deacon, Looker & Deacon) represented the first defendant, the second and third were not represented, and Mr. Barclay (of Messrs. Goldring, Rarlou & Morrell) appeared for the fourth defendant.

Mr. Harding informed the Court that the Li Yuen Chong firm rented this godown for exclusive use of the storage of their goods, and on Sunday, the 21st inst., they had stored there certain goods which had recently arrived. His Worship:—Have all the goods been recovered?

Mr. Harding:—Yes. Continuing, he said that the godown-keeper was accustomed to leave about 5 o'clock and go to the address of the firm. He did not always stay there, but on the day in question he looked up the godown about 4 o'clock, and when he returned about 9 o'clock he found the doors still locked, but the goods missing. He made enquiries, when the goods were found at a godown at No. 3, Cheung King Lane, about 11 o'clock the same night. He also found a number of coolies transferring the goods from boxes containing the mark of the firm to other and larger boxes, there being twenty cases in all. These were all in various stages of being unpacked. The four prisoners were on the premises and were directing operations with regard to the transferring of the goods, a number of coolies doing the work. The evidence would show that the first three prisoners actually broke into the godown, while the fourth was the godown-keeper at Cheung King Lane where the goods were found. As regards the fourth defendant, the evidence was not so strong against him, but he was present, and he must have been a party and must have known what was going on. The unpacking and packing at night was an unusual thing.

Evidence was called, and the case adjourned.

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## GERMAN-JAPANESE COMMERCIAL AGREEMENT.

LONDON, May 29th.

The Reichstag Committee has approved of the provisional draft of the German-Japanese Commercial Agreement.

## BATTLESHIP AND CRUISER IN COLLISION.

LONDON, May 29th.

The battleship "Bellerophon" and the cruiser "Inflexible" collided off Portland when returning from the Naval Manoeuvres. The "Inflexible" had a seven-foot hole knocked in her and needs extensive repairs.

## MEXICAN AFFAIRS.

LONDON, May 29th.

Ex-President Diaz is probably coming to Spain.

It is reported from Mexico City that Senhor De la Barra, the Provisional President, proposes the immediate settlement of all war claims.

## SULTAN OF MOROCCO'S THANKS.

LONDON, May 29th.

A Fes message states that the Sultan received General Moinier and the principal French officers, and thanked France for her help in restoring order.

[FROM THE "CHUNG NGOI SAN PO."]

## DEAR RICE.

SHANGHAI, May 29th.

The rice shops have been ransacked at Ningpo by the poor people who were driven to desperation by the dearth of rice. Business is now at a standstill.

## MAGAZINE EXPLOSION.

PEKING, May 29th.

An explosion took place in the powder magazine at Paojing, the capital of Chihli Province, on Saturday, causing great damage.

## CONCESSION TO ITALY.

PEKING, May 29th.

The Cabinet has consented to grant a concession to Italy in Tientsin similar to that of the other Powers.

[FROM THE "N.C. DAILY NEWS."]

## COUNTY CRICKET.

LONDON, May 29th.

In the matches played on May 18, 19 and 20: Oxford University beat Kent at Oxford by seven wickets; Yorkshire beat Somerset at Taunton by 272 runs; Worcestershire beat Surrey at Bourneville by two wickets; Lancashire beat Leicestershire at Leicester by 18 runs; Sussex drew with Notts at Brighton; and Middlesex beat the M.C.C. at Lord's by eight wickets.

## ANOTHER PIRACY.

The police have been notified of another armed robbery which occurred last week. A large junk on the way from Pinghoi to Hongkong was overhauled near Fang Head at Miao Bay. A fishing boat containing ten men armed with knives and daggers blocked her passage and one of the men threatened to blow up the junk with dynamite if she refused to stop. Such a demand could not be ignored. The boat hove to, and the ten armed pirates boarded her. The crew were driven below, and tarpaulins were nailed over the hatch. Then the junk was ransacked and the pirates departed with clothing, fish and other articles to the value of \$35. Some six hours later the crew were again on deck, the police at Shaikwan were notified, and an inquiry is now being instituted.

## INTERPOLET POLO.

The Baguio correspondent of the *Cable News American* states that owing to an injury received as the result of an accident to Captain Crawford, of the Hongkong polo team, the English players will not participate in the polo tournament which is to be held here. The matches between picked teams will commence on Saturday.

The incapacitating of one of the players of the English polo team is much regretted, as these gentlemen came from Hongkong for the express purpose of playing polo.

## SHIPPING NOTES.

The *Times of Malaya* states authoritatively that the Government refuses to entertain any scheme to shift Port Swettenham to Deep Water Point. In adds that, after all, the port is in the best place, and believes that screw-pile wharves will be built.

The Trinity House Authorities have placed a new lighted buoy just off the Nodules light-house to mark the extreme end of the dangerous bridge reef of rocks of which the Nodules is the base. They also give notice of their intention to alter the leading lights at Huret Castle, so as to bring the courses of vessels coming in from the Channel further to the westward, about midway between the new buoy and the South-West Shingle buoy.

A cable has been received by Messrs. Parker, Garret & Co., solicitors for the underwriters of the steamer *Princess Marie*, stating that the compensation awarded by the Russian Prize Court for the sinking of that vessel has been paid into the bank in St. Petersburg. The *Princess Marie* was taken by the Russian cruiser *Tyrek* in June, 1905, during the Russo-Japanese War and was sunk. Lloyd's underwriters are interested in the vessel to the extent of over £70,000.

The Dominion Government of Canada has granted a subsidy to the Esquimaux Graving Dock and Shipbuilding Company for plant including dock machinery and buildings costing \$540,000. The subsidy is to be at the rate of 3 per cent. for 35 years. The dock will accommodate the largest vessels afloat. This action on the part of the Government marks the beginning of a great shipbuilding enterprise on the Pacific. The promoters of this undertaking are Messrs. Ballen, of Victoria, and Messrs. Denny Bros., of Dumbarton, Scotland.

Some reinsurance was effected on May 4th at 15 per cent. on the British steamer *Loderer*, which left New York on March 19 and Newport News three days later for Port Natal and Shanghai, for after passing Cape Henry the vessel has not been reported. The *Loderer* is believed to have been loaded with case oil, and immediately a vessel carrying such a cargo is at all behind her time underwriters begin to feel a little anxious. Fires in vessels carrying general cargo from New York have been one of the serious troubles with which underwriters in recent years have had to contend. Early in the year the *Parisina*, valued at £40,000, was abandoned on fire while bound from New York to Melbourne with a valuable cargo, and other conspicuous losses were that of the *Norse Prince*, in January of last year, while carrying machinery and case oil, and that of the *Harroham Grange*, in 1906, while bound from New York to Melbourne. The *Loderer*, of which news is now keenly awaited, is managed by Messrs. Watson, Munro & Co., and is a vessel of 3,207 tons, built in 1904, and valued at £27,000.

After being stranded on the Blenheim Shoal, near Port Swettenham, for ten days the *N.D.L. Aragonia* arrived at Tanjong Pagar on May 22nd under her own steam. She is (says a Singapore paper) apparently none the worse for the mishap and will not be detained here longer than is necessary to discharge her cargo. The steamer stranded on the Blenheim Shoal about noon on Tuesday, May 9, and after she had tried by her own power to get off she asked for assistance. On May 13 the *Belgavia* of the same line of steamers was ordered by Messrs. Behn, Meyer & Co., as local agents to proceed to the help of the stranded vessel. An attempt was made on the following day, wire hawsers being passed between the two vessels, but after several hawsers had been broken and very little done to improve the position of the *Aragon*, the *Belgavia* wired that she was too big a ship for the work and proceeded on her voyage to Europe. On the 15th inst. another telegram came from the local agents of the Hamburg-America Line at Port Swettenham asking that two smaller vessels be sent to her assistance, and accordingly on the 16th inst. the *Natuna* and the *Paklat* got ready a quantity of hawsers and salvage gear and took on board a number of extra hands and coolies. The *Paklat* left Singapore at daylight on the 16th and arrived at Blenheim Shoal at daylight the following morning. She brought out her own heavy bow anchor and hauled away at a distance of 105 fathoms from the stranded ship, making fast the anchor by chain, and then proceeded alongside to take cargo out of the after hold of the *Aragon*. The *Natuna* left at 2 p.m. on the 16th, and came up to the other vessels the following day at the same hour. She took out the bow anchor of the *Aragon* with 100 fathoms of five-inch wire rope, and then returned to the port side of the vessel and commenced to take out more cargo. The *Aragon* was then lying with her head pointing W.N.W., the *Paklat* being on the starboard side with bow towards the *Aragon*'s stern and the *Natuna* on the port side, also with her head W.N.W. On the morning of the 18th May the wire ropes attached to the anchors were made taut and the vessels made secure, the engines of the two smaller vessels being worked full power, and about 8.30 a.m. they succeeded in getting the *Aragon* off. She was towed out into eight fathoms of water and anchored there. Cargo for Port Swettenham, and some for Penang which had been left on board, was transferred to the *Natuna* and *Paklat*, and while this was being done the engine-room staff on board the *Aragon* were getting her engines into working order. This done, the vessel steamed on to Singapore. Considering the size of the vessel and the fact that she had been so long on the sand (the propeller being embedded about seven feet) the operation by which she was refloated was entirely successful.

The sale by auction of the wrecked *Paklat* Mail steamer *Asia* as she lies on Finger Hook drew a crowd of Chinese to the rooms of Messrs. Hopkins, Dunn & Company at Shanghai last Wednesday. The ship and cargo were sold in different lots, and bidding was quite spirited, those making bids coming from the coast ports, Wanchow, Ningpo, Foochow, etc. The steamer started at Taels 1,000, and went up to Taels 8,200, when she was knocked down to Chinese buyers from Foochow. The cargo was started at Taels 500, and Shanghai buyers ultimately had it knocked down to them for Taels 2,800, the total price gained thus being Taels 11,000.

In the House of Commons on May 4th Mr. Houston asked the President of the Board of Trade whether his attention had been called to the allegation that the present standard of British sailors and firemen would not compare with foreigners, more especially Chinese; that foreigners were more sober and steady and did their work more efficiently than Britishers; and whether, if those allegations were correct, he would introduce legislation to enforce more sobriety, efficiency, and discipline amongst British seamen, thereby producing a better class of British seamen. Mr. Buxton (President of the Board of Trade) replied:—The allegation to which the hon. member refers is at least a debatable one. Perhaps I may refer him to the report of the Boy Seamen Committee of 1907, which states: "Nor do we think that there is any force in the contention that the foreigner is preferred because he is more sober and better conducted. We have had much evidence to show that while the foreigner of first entering the British Mercantile Marine may be easier to deal with, he is, as soon as the unfamiliarity of his surroundings has worn off, no better and no worse in this respect than the British seaman, who, it is generally admitted, is more to be relied upon in times of emergency." The Merchant Shipping Acts provide severe penalties for breaches of discipline, and I am not prepared to introduce further legislation of the nature indicated by the hon. member.

## CORRESPONDENCE.

THE OBSERVANCE OF BANK HOLIDAYS.  
[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, May 28th.  
SIR,—I trust you will allow me a little of your valuable space in which to refer to the letter signed by "An Unfortunate" which appears in your issue of Friday, the 26th inst. Your correspondent seems to have what our American cousins call a "grunch" against some person or persons, presumably his employers, who apparently insist that he shall make his usual appearance in the office on days which are popularly known as Bank Holidays, but surely something can be said on the side of the employer. Some of these so-called Bank Holidays, which are only observed in Hongkong so far as South China is concerned, most certainly disturb the even run of the routine of daily office work and could be very well eliminated. Hongkong prides itself on its shipping, but if every person were of the same opinion as "An Unfortunate" I venture to think that there would not be so much cause for the aforesaid pride. Your correspondent refers to the "worst paid class" of workers, but it is safe to say that the men who put pleasure before business and insist on any excuse for absenting themselves from their desks will continue to be associated with the before-mentioned genus. One could readily sympathise with "An Unfortunate" if the Government, who institute these Bank Holidays, would devote some of their time to providing ways and means whereby the "worst paid class" could enjoy, in an inexpensive way, the holidays so forced upon the community. A few months ago, there appeared in your columns a very sensible suggestion in connection with the Coronation Celebrations Committee, viz., the erection of a Band Stand and the inauguration of a City Band, and another suggestion that a Bathing-Bench should be laid out for those not able to afford the luxury of a launch-pier. Both these suggestions were shelved, and the money subscribed by all classes is to be spent on bonfires, illuminations, etc., not to mention medals at 15d apiece *o.f.f.* Hongkong. Would not the people obtain more genuine pleasure by the adoption of one or both of the above-mentioned suggestions for a permanent reminder of the Coronation of King George V? I may have dilated at some length on matters which at first sight may appear irrelevant to the question raised by "An Unfortunate," but, in my humble opinion, they are rather closely allied. The adoption of the suggested remedy would provide the excuse, which at present seems to be lacking, for the general observance of the various Bank Holidays.

Apologising for encroaching on your valuable space, and enclosing my card,—I remain, Yours faithfully,

NOT AN EMPLOYER.

## CHURCH AND STATE IN PORTUGAL.

A meeting of all the Portuguese Bishops, except the Bishops of Coimbra and Braganza, who were absent through illness, was held, says the *Times*, Lisbon correspondent, on May 4th under the presidency of the Patriarch of Lisbon to discuss the Separation Law. The Bishops were unanimously of opinion that it was not desirable to issue a pastoral letter to the Roman Catholic part of the country, but that they should address themselves directly to the Provisional Government. It was resolved to send to the Minister of Justice a document signed by the Patriarch and all the Bishops declaring that the law for the separation of Church and State was not acceptable, it being an attack upon the dignity of the Church and the fundamental principles of the Roman Catholic religion.



Hamburg, May 5th.  
DUES.

THE LATE ADOLF WOERMANN.

CREMATION.

It would seem that cremation is becoming more popular in this country, although only very slowly, owing to the opposition it meets with from the clergy, both Protestant and Roman Catholic, and many legal authorities. In Persia, it has so far not been permitted, and

## CHINESE MIXED MARRIAGES.

## A CASE FOR INTERNATIONAL LAW.

There is not the slightest suggestion but that the alliance was entered into in all good faith on the part of both parties concerned. But it is well that such matters should become known as, with the ever-increasing numbers of students going to Europe and America, the rights of these questions which concern so deeply the future welfare of individuals and their families should be clearly defined.

**£30,000,000 CONTRACT.**

We are informed by Messrs. Vickers, Sons & Maxim that so far they have received no official news regarding the contract.

## WOMAN'S GREAT RIDE.

Madame Kudshsheff, the widow of a Cossack colonel, who is riding on horseback from Harbin to St. Petersburg, arrived at Nijni Novgorod on May 2nd safe and well. Her mount is in excellent condition.

From Harbin (Manchuria) to Nijni Novgorod, as the crow flies, is about 3,600 miles, and it is some 5000 miles more from Nijni Novgorod to St. Petersburg.

The Imperial Edict, authorizing the construction of this Grand Trunk line was issued as long ago as 1839. Many things have happened since then and many parties have had in hand the task of building it. But the most hopeless of them is the native gentry and merchant group who have got it now. The patience of the Government with them has given out, and it would be so happen that foreigners are again called in, and the best railway ultimately provided by the best route, there would be some compensation for the two and twenty years that have been wasted.—*Central China Post.*

SHANGHAI ELECTRIC CONSTRUCTION COMPANY (LIMITED).

the necessary funds. The necessity of tramways to assist in solving the traffic problem in Shanghai had been proved on many occasions. The directors had no reservations or regret by some of their friends in Shanghai that the tramway company was not a local concern, with reference to this matter, he thought it well to point out that it was practically certain that the whole of the original capital of the company would never have been subscribed in Shanghai, and it was equally probable that only a small portion of any further capital that might hereafter be required necessary for extension could be raised in Shanghai either in the form of debentures or shares. He was personally the proprietor of one registered company which he held in Shanghai. Mr. J. S. Haskell secured the motion, which, after discussion, was adopted.

## AIRSHIP.

"Some of the onlookers tried to catch the ropes, but they were smothered out of their hands. The result was that we were thrown on to the main road between Farborough Station and Aldershot. We were very low, and had little chance of rising. M. Capazza handled the machine admirably, and directed us to come forward to get our balance better. In order to start the engines we fouled the telegraph wires on the main road, being now 16 yards off the ground. Straight ahead as we were drifting was the house of Lady Mildred Follett. The airship, 112 yards long, went clean over the roof of the house, and the ropes that were attached to it lifted the eaves and the pipes, and the house ripped the envelope, and we felt the car portion of the airship making contact with the ground scarcely four yards in front of the house windows. In a matter of 10 seconds the airship lay like a collapsed tent over the house. The fortunate thing was that the first metal-rigger lay athwart the roof of the house, and we in the car were thus saved from it crashing on to our heads. The envelope was nothing more or less than a vast torn cloth, and all the gas escaped. So thorough was this that it took some time to rig up the ropes that were saved from apophonylation. The actual contact with the ground seemed to all of us to be as gentle as though we had been landed in a free balloon, or even more so. One or two of us after some time became conscious of bruises. The only man who was really the worse for the experience was Barrant, the man in charge of the motor. He was immediately behind me, and I thought he was all right because he had leapt out of the car in front of any of us and ran, a little distractedly. He was found to be slightly hurt in the knee, and suffering from shock and he was taken to the hospital to be kept quiet."

Major Sir J. Bannerman has instructed the military photographer to take a complete series of photographs of her from every point of view, at dawn to-day, immediately after which she will be removed to the balloon-shed."

## COMING OF THE AERO-TAXI.

It is very evident that aerial tours from town to town will soon become an everyday occurrence, says the *Aero*. Within the last few weeks constructors, especially those on the Continent, have undeniably created records with passenger-carrying machines which augur the forthcoming of the real and practical touring aeroplane at a very early date. That the aerial taxi is created is certain—in fact, several heads of important firms in France have announced their intention of starting a service of aeroplanes this summer.

As regards the captaincy of the Shanghai eleven in the absence of Mr. L. Wall, (the ex-Surreyite), this position will naturally, and most appropriately, be allotted to Captain Barrett. As an "all-rounder," he cannot be approached locally, for apart from being our finest batsman, he can, if necessary, fill the role of a fast bowler, whilst he has often taken wickets with his slow, having the aptitude of being able to "break both ways." A brilliant fieldman—especially at cover-point—he has also on occasions kept wickets with the best of them, and, as a batsman, he has done well for the Hampshire County eleven will hold him in good stead in the forthcoming cricket carnival.

It behoves our cricketers to put in as much practice as is possible during the week, for, as it is stated, the visitors have an exceptionally strong team. The time is short, and the more practice they obtain, the more fitted will they be to defend the reputation of local cricket.

PANAMA V. SUEZ.

It is proposed to ask Congress to give the President discretionary powers to fix the canal rates at some figure between 50 cents and \$1.50 per ton. The Suez Canal now charges \$1.70 per registered ton. It will be good business policy to leave the adjustment of rates in the discretion of the President within well defined limits. At present, it is estimated that about 60 per cent of the cargo passing through the Suez, but the Panama Canal will have great advantages in the way of facilities. For one thing, it will be 45 feet deep, compared with 26 feet for the Suez waterway. It is farther from the coast than the Suez, so that it is better proposed to supplement the Panama enterprise with a coaling station, the most modern loading machinery, and a drydock of the largest size. These features make it quite different, because the Panama canal is destined to become very important in carrying goods and clearing houses where freight will be segregated, classified and distributed according to its final destination.

## EMIGRATION FROM IRELAND.

The emigration statistics of Ireland in 1910 have been published in the White Paper. The Registrar-General states that during the year 1910, the total number of emigrants from Ireland was 32,923, showing an increase of 3,695 over the number in 1909. Of those who emigrated 18,115 were males, and 14,810 were females. Of the males, 17,737, and of the females, 14,720 were natives of Ireland, the total number such emigrants amounting to 32,457, equivalent to a rate of 74 per 1,000 of the population of Ireland estimated to the middle of 1910, and showing an increase of 3,731 as compared with 28,726 in 1909. The emigrants who were not natives of Ireland were 4,466, showing the average for any of the decennial periods for which records are available. Of the country natives of Ireland who left the country last year, 4,248 were from Leinster, or 37 per 1,000 of the population of the province in 1901; 3,330, or 77 per 1,000, from Munster; 12,271, or 78 per 1,000, from Ulster; 7,598, or 117 per 1,000, from Connaught; the total number being equal to 73 per 1,000 of the population of Ireland according to the Census of 1901. The total number of emigrants who embarked as steerage passengers for the United States was 22,659, and of these 7,265 had their passages paid for in various ways.

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NOTICE TO KOWLOON RESIDENTS

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Sale daily at the following Stores:—

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Mr AH YAU, Hongkong Stall, Ferry Wharf.















THE FUTURE OF CHINA'S  
TEA TRADE.

## IMPORTS TO BE MADE DIFFICULT

A Times correspondent writes as follows:—  
Information has now been received from the East which explains Reuters' telegram from India (discussed in the Times of March 23), stating upon the authority of the Calcutta Englishman that the Chinese Government contemplated—1. Exempting the importation of any tea from other countries; 2. Reducing the export duties upon Chinese tea.

The Englishman had good grounds for its announcement, and rendered a service by promptly calling attention to its significance. The facts, as communicated, are that the statement was explicitly made by a Chinese newspaper and passed on by Russian firms in Hankow to their representatives in Calcutta and Ceylon, who gave the news to the local Press. It is also said that the Russian houses—which are the importers of the tea brought into China from elsewhere—protested through their Ambassador at Peking against the course proposed to be taken by the Chinese Ministers of Trade and Agriculture, so far as it concerned interference with imports.

Upon receipt of the information the Tea Association, whose headquarters are in Calcutta, took to consider the matter, which was recognized to be a menace not only to Russian trade, but also to the interests of the Indian producers. In objecting to the suggested prohibition or high taxation of its produce—which ever it be—India stands upon firm ground, because it allows China's tea to come in free, making no attempt to protect its own industry, which lets in some 5,000,000 lb. or 6,000,000 lb. of Chinese tea annually. The Ceylon producers, however, who fully recognize the gravity of the proposal, seem to be indifferently because, through the influence of the planting community, Chinese and all other teas are virtually shut out from the colony by a tax of 40 per lb., designed to preserve the integrity of its own produce and to secure its shipment pure, as sent down from the gardens, unimpacted with other varieties. Ceylon has, therefore, provided a precedent, although for different reasons, which lessens the weight of its protest, if any be made.

What steps, if any, have been taken here either by the Planters' Association in London, or by representatives to the Government on behalf of British producers, has not transpired.

The belief that China is not in a position to insist upon adopting any policy, commercial or otherwise, directly opposed to the interests of Russia may be well grounded. Nevertheless, it ought to be made clear to the Chinese authorities that what is proposed would injure us. The purchase of 13,000,000 lb. or 14,000,000 lb. of tea and sittings for the Hankow factories out of the total of 450,000,000 lb. of tea now annually produced by India and Ceylon may not seem to be of much account, but if it were to cease or be interrupted the basis of value for the whole of these kinds that we produce would be changed, for although some of them would be absorbed by Indian and Ceylon teas, it would be at a much lower price, and if the balance of them were sent to this market, the value of all similar kinds would be brought down. This would enable common tea to be retailed here at lower prices than is now possible, thus stimulating home consumption which, contrary to general belief, has stood still for 15 months and seems for the present to have reached its limit—the increased quantity used being only equal to the estimated reduction of growth of our population—but it would be effected at the cost of the producers in India and Ceylon, who have derived such great benefit from Russia's purchases of this low-priced tea.

## CHINA TO EXPORT MORE.

The second part of the Chinese Government's policy, designed to facilitate the export of their own tea, is one to which no objection can be taken. It even deserves the sympathy of British growers, who have had their own discouragements to face, for China has had to watch the use of its tea in this country, which in 1879 was 125,500,000 lb., 78 per cent. of all tea used, gradually decline to 10,500,000 lb. in 1910, equal to about 23 per cent. of our consumption. It has had, moreover, to suffer the loss of its trade with Australasia, captured by British growers, to see our tea steadily encroaching upon its good business with North America; while now it sees the Russian merchants, China's best customers, so impressed by the cheapness and character of our tea that they are taking it to consume at the rate of 60,000,000 lb. a year, in addition to what they use in their factories, and are steadily enlarging their purchases in preference to seeking more from China.

This is not a position that can be contemplated by the Chinese with indifference, notwithstanding the fact that the tea they export is only a fraction of what they produce and sell internally, and it is reasonable that reduction of the transit and export duties should be proposed as a means of regaining lost customers. There is, however, a prospect that China may do this, some extent, on other grounds. It is possible that India, Ceylon, and Java together would not be able for the present to meet any considerable increase in demand that might take place from other countries. Should such a movement ensue, as some observers deem probable, recourse must again be made to China for tea, even by those who would prefer to buy other kinds if they could get them.

## PROPOSED REMEDIES.

It is an open question whether any material impetus to exports would be given by reducing the dues, which are only levied at 20 per cent. to 13d. or 2d. per lb. in all. It might lead to larger purchases of the commonest black tea for countries where there is a section of consumers who only buy tea at a very low price and a class of traders which supply them, irrespective of what it is. There are such here, who have lately procured from New York and elsewhere commoner tea than would be looked at when other growths are cheap. This is already raising the percentage of China tea used and foreboding a larger direct importation when the cost of it in China is lowered; but it is doubtful if any more of the higher-priced kinds would be bought merely because they were a little cheaper than before, except perhaps for those minor markets where the choice is not yet finally fixed upon British growths. In the large markets, where the professional tasters, blenders, and retailers have discovered the advantages of using our tea, 1d. or 2d. per lb. will not be enough to displace it from favour or take buyers back to China Congon. Connoisseurs and those who can afford to pay the price may continue to buy small quantities of the best black tea from the north, the finest Sonchong from Foochow, superior scented tea, or Formosa's choicest Oolong, but consumers in the mass and the traders who supply them will not resort to ordinary China teas whose prime cost is from 9d. to 1s. 3d., whilst our own producers sell upon the market with good profit crops of excellent tea at 8d. or 9d. the pound and can afford to take less as cost of need.

It is also doubtful if China's valuable and extensive green tea trade would gain much help from reduced duties, as it is threatened not by outside competition in the matter of price, but

by the intention of the American Government to prevent artificially colored tea from being imported, which would be out of Japan as well as Chinese green tea that has been "faced," partly because the trade demanded it, and partly because the materials used for coloring the leaf act as a preservative of freshness and favour. Good green tea, with or without facing, can be made both in India and Ceylon, and the chance to develop this branch of trade seems to have come, but it is not yet being readily taken, perhaps because it involves some expense and trouble, while black tea is now paying well. It remains, however, a possible source of fresh revenue for British growers, because there is a widespread demand for good green tea, not here but abroad, and each million pounds' weight of leaf made into green helps to maintain or raise the price of black tea.

The conclusions reached from a careful survey of the conditions are:—1. That China's tea may be wanted in the future, perhaps somewhat more than during recent years. 2. That its export trade would only be helped to a small extent by such reduction of transit or other duties as could be made. 3. That any approach to serious interference with the importation of our tea for their factories by our Russian friends will be over-ruled, if their Ambassador's action be properly supported by the British Government in the interest of British producers.

## STATE INSURANCE.

ANALYSIS OF MR. LLOYD GEORGE'S  
NATIONAL SCHEME.

The main outlines of the State Insurance scheme introduced by the Chancellor of the Exchequer are as follows:—  
INSURANCE AGAINST SICKNESS—COMPULSORY SECTION.

Persons Included: All wage-earning men and women, and young persons earning under £160 a year.

Persons Excluded: Soldiers, sailors, and teachers (to be provided for under special schemes); servants of the Crown and municipalities with retiring pensions; commission agents employed by more than one person; certain classes of the most casual sort of labourers.

Voluntary Section.  
Small tradesmen and men working for themselves, a large proportion of whom are in the friendly societies, and those who have once been employed by others, but afterwards work for themselves.

Contributions.  
For all these, compulsory and voluntary contributions alike, there will be one uniform class, not several classes, as in the German scheme:—  
The workman will contribute 4d. a week.  
The workwoman will contribute 3d. a week.  
The employer will contribute 2d. a week for men and women alike.  
In the case of workmen receiving only 15s. a week, their contributions will be 3d. a week; 2d. for those earning 12s. a week, and 1d. for those earning 9s. In these cases the employer will pay a higher contribution.

NUMBER OF PERSONS INCLUDED.  
Compulsory section ... 9,200,000 3,200,000  
Voluntary section ... 600,000 200,000  
(Young persons under 16: 500,000 boys and 300,000 girls.)  
Total: 14,700,000.

BENEFITS.  
Free medical relief, with no limit of charge. A benefit of 30s. in maternity cases, with the proviso that women are not to return to work for four weeks.

Special help in cases of consumption.  
Sick allowance of 11s. a week for three months. Sick allowance of 5s. a week to end of six months.

Permanent disablement allowance of 5s. a week to age of 70, when the patient would be transferred to the Old-Age Pension Fund.  
Women to receive 7s. 6d. a week for the first three months, and thereafter on the same scale as men.

Young persons under sixteen will not receive sick pay allowance, but will receive medical treatment and the use of the sanatorium.

During the period of sickness there will be no deduction of the contribution from the actual benefits, and to prevent lapses through unemployment every contributor will be allowed three weeks a year margin, in which his contributions need not be paid. Nor will his contributions be paid if he has failed to pay for thirteen weeks, though after the third week the benefits will be reduced.

DISTRIBUTION OF BENEFITS.  
Approved friendly societies to be used for distributing benefits. Persons desiring insurance to join friendly societies.

Friendly societies to submit schemes for utilization of their own existing funds for kindred benefits.

CHARGE ON THE STATE.  
In 1912-3 ... £1,742,000  
In 1913-4 ... £3,359,000  
In 1915-6 ... £5,563,000

INSURANCE AGAINST UNEMPLOYMENT.  
Scheme to apply to men employed in the engineering and building trades.  
Number affected, 2,400,000.  
Working—Labour Exchanges.

Contributions:—  
Per week.  
Workmen ... 24d.  
Employers ... 24d.  
The State ... One quarter of total cost, or about £750,000 a year.

BENEFITS.  
In the engineering trades 7s. a week for fifteen weeks.

PERSONS AFFECTED.  
Insurance against Sickness ... 14,700,000  
Unemployment ... 2,400,000

Total ... 17,100,000

CHARGE ON THE STATE.  
1913-14 ... £3,359,000  
1915-16 ... £5,563,000

## LATEST STEAMER MOVEMENTS.

The Bank Line str. *Kumero* sailed from Manila on the 28th instant for Hongkong, and is due here on the 31st instant.

The Bank Line str. *Lucero* sailed from Kobe for Moji on the 28th instant.

The P. & O. S. N. Co.'s str. *Sinia* is expected to arrive at Colombo on the 31st inst, at 6 p.m.

The O.S.K. str. *Mexico* left Tacoma for this port via Japan and Shanghai on the 15th inst., and may be expected to arrive here on the 15th prox.

The C.P.R. Co.'s str. *Empress of Japan* arrived at Kobe on 5 p.m. on the 26th instant, and left again at noon on 27th inst. for Shimoda, where she is due to arrive at 8 a.m. on the 28th instant.

The S.N.K. Co.'s str. *Empress of India*, which left here on the 29th ultimo, arrived at New York on the 26th inst.

The P. & O. S. N. Co.'s str. *Nubia* left Singapore for this port on the 29th inst., at 10 a.m., and is due here on the 3rd prox., at about 2 p.m.

## WEATHER REPORT.

On the 29th at 11.55 a.m.—The barometer has fallen rapidly over the E. coast of China, and a considerable fall has taken place also at the Japanese stations, except at the Bonins.

The depression which was lying over S. China yesterday has moved towards E.N.E. and entered the Yellow Sea near the mouth of the Yangtze. It has become much deeper.

The other depression appears to be moving into the Pacific to the North of Japan. Pressure is highest over the Pacific, to the Eastward of the Bonins.

Fresh S.W. winds are indicated over the N. part of the China Sea.  
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.20 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood ... W. and S.W. winds, fresh; fair.  
Formosa Channel ... S.W. winds, strong.  
South coast of China between ... Same as No. 1.  
Hongkong and Lamoocks ... Same as No. 1.  
South coast of China between ... Same as No. 1.  
Hongkong and Hainan ... Same as No. 1.

## THE SILVER MARKET.

We subjoin extracts from Messrs. Samuel Montagu & Co.'s bulletin circular:—

During the month of April the range of prices for cash silver, though small, was considerably wider than during the preceding month—namely, 3s. against 2s. 6d. This was owing to a speculative movement in China, connected with the completion of the agreement for the £10,000,000 loan, a portion of which is to be used for the establishment of an Imperial currency. For more than a year a large amount, varying between £2,500,000 and £4,000,000, has been in the hands of Indian speculators; the quotation now stands below the average price at which this silver was acquired, and the operators are out of pocket a year's interest at a high rate. The Chinese speculation—referred to above—has arisen in the last few weeks in, as it were, piling Pelion on Ossa, and it is a fair estimate that £5,000,000 out of the £7,000,000 of the world's stock in China, Bombay, and London, has been bought and held with a view to secure a profit on its re-sale. Notwithstanding this enormous speculative position, it is not wise to assume that the price of silver will not be maintained, or even rise, but it is discreet in the face of such abnormal circumstances occasionally to review the situation. Admitting that about 24 pence is a fair price in normal conditions, when we remember that production is barely increasing, this figure does not seem excessive—anyone desirous of forming a judgment on the future of silver would do well to consider the following propositions:—

Whether the absorption of £5,000,000 by the Chinese Government out of speculative stocks, apart from silver already used and available for currency in that country, is likely to occur within a reasonable time, or if failing absorption of the whole amount, whether conditions in India warrant a fair hope that the balance will be taken off the market. Should the event prove unfavourable, the interest incurred by each year of delay adds at least three half-pence to the price paid for the accumulated stocks, and meanwhile, the speculation is exposed to the possibility of a bad Indian or Chinese harvest upsetting his calculations.

At the present moment the market looks fairly steady, and may continue to be, but that should not prevent producers and others from bearing in mind that the price is artificial and frequently subject to manipulation whilst immense stocks are in existence, and that a certain amount of danger must always attach to the situation.

## HONGKONG TIDE TABLE.

From May 30th to June 5th, 1911.

Days of Week.	Days of Month.	HIGH WATER.		LOW WATER.	
		H'kong Mean Time.	Height.	H'kong Mean Time.	Height.
Tues.	30	m 9 57	7 9	m 3 28	2 9
Wed.	31	m 0 24	4 2	m 4 1	3 2
Thurs.	1	m 10 41	7 8	m 4 36	5 3
Fri.	2	m 11 28	7 4	m 7 26	0 8
Sat.	3	m 0 22	6 5	m 5 16	3 8
Sun.	4	m 1 19	6 2	m 6 8	4 1
Mon.	5	m 2 16	6 0	m 7 36	1 2
		m 3 13	5 8	m 8 43	1 5
		m 4 10	5 6	m 9 50	1 8

HONGKONG METEOROLOGICAL  
REGISTER.

Hongkong Observatory, May 29th.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.63	29.71	29.64
Temperature	82	85	84
Humidity	84	75	61
Wind Direction	SW	WNW	W
Force	4	1	1
Weather	c	o	o
Rain	—	0.20	—

Highest open air Temperature on 28th, 80

Lowest open air Temperature on 28th, 74

## PRINTING

Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil.

"THE HONGKONG DAILY PRESS" PRINTING WORKS

(turn out the Best Printing at Reasonable Price)

## BY ROYAL WARRANT

PURVEYORS TO  
H.M. KING GEORGE V.

**JOHN BEGG'S**  
SCOTCH WHISKY.

WHOLESALE AGENTS:  
**DADY BURJOR & Co.**  
7, QUEEN'S ROAD CENTRAL,  
HONGKONG.  
TELEPHONE No. 655.

## THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR

**VANCOUVER, B.C., SEATTLE & PORTLAND (Or.)**

VIA  
**SHANGHAI AND JAPANESE PORTS.**

Steamers	Tons	Captain	To Sail on or About
KUMERIC	6,252	G. B. McGill	6th June
LUCERIC	6,400	J. Mathie	30th June

To be followed by other Steamers of the Company at regular intervals.  
The Steamers of the BANK LINE, Ltd., carry Cargo on through Bills of Lading to all overseas Common Ports in the United States of America and Canada, and also for the Chief Ports in Mexico, and Central and South America. Will call at AYOY and KEELUNG if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin Passengers; they are fitted throughout with Electric Light, the "Lucero" and "Ororio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight and Passage, apply to—  
**THE BANK LINE, LIMITED.**  
KING'S BUILDING, PRINCE CENTRAL.  
TELEPHONE No. 783.

## INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE  
QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH AFRICA.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO.

PROPOSED SAILINGS.  
FROM HONGKONG: 24th June  
STEAMER: 12th July.

For rates and further information, apply to—

**THE BANK LINE, LIMITED,**  
(MANAGING AGENTS).  
Hongkong, 1st May, 1911.

## SHIPPING IN PORT.

STEAMERS.	
ANGELIN, German str., 1,005, Chr. Kumpel, 21st May—Bangkok 14th Rice and Teak—Butterfield & Swire.	
DAYER, German str., 8,005, H. Brahmer, 27th May—Shanghai 23rd May—Hamburg-America Line.	
BENMOHR, British str., 1,952, Wm. Hastie, 26th May—Karachi 20th May, Coal—6th Livingston & Co.	
CHRYSEIS, Chinese str., 1,177, Wm. Jamieson, 23rd May—Shanghai 20th May, General—C. M. S. N. Co.	
CHOYTAI, German str., 1,195, W. Reber, 23rd May—Bangkok 12th and Swatow 22nd May, Rice and Meal—Butterfield & Swire.	
DEWANGONG, German str., 1,057, E. Gethmann, 26th May—Bangkok 18th May, Rice—Butterfield & Swire.	
FOOKSANG, British str., 1,987, T. A. Mitchell, 24th May—Cebu 9th and Singapore 13th May, General—Jardine, Matheson & Co.	
HATCHING, British str., 1,247, W. C. Passmore, 28th May—Swatow 27th May, General—Douglas, Laiprak & Co.	
HANOL, French str., 742, G. Bonnier, 26th May—Haiphong and Pakhoi 3rd May, General—A. R. Marty.	
KAIYONG, British str., 987, Sidford 26th May—Manila 23rd May, General—Butterfield & Swire.	
KASHING, British str., 1,144, C. Laver, 22nd May—Chinkiang 17th May, Rice—Butterfield & Swire.	
KUMCHOW, British str., 1,450, J. A. Martin, 22nd May—Saigon 18th May, General—Man Fat & Co.	
KUTSANG, British str., 4,895, R. C. D. Bradley, 23rd May—Kobe and Moji 19th May, General—Jardine, Matheson & Co.	
KWANGSHAN, Chinese str., 1,536, Stewart, 28th May—Shanghai 25th May, General—C. M. S. N. Co.	
LANDRAT SCHEIFF, German str., 1,015, A. Struve, 26th May—Bangkok and Hoibow 25th May, General—K. T. L.	
LINAN, British str., 1,350, C. G. Williams, 15th May—Shanghai 12th May, Rice and General—Butterfield & Swire.	
LOTHIAN, British str., 1,222, W. J. Lookhart, 24th May—Moji 19th May, Coal—Doddwell & Co.	
LUCHOW, British str., 1,215, W. Baddley, 28th May—Shanghai 25th May, General—Butterfield & Swire.	
MARIE, German str., 1,200, H. Schalkier, 22nd May—Saigon 18th May, Rice and General—Jensen & Co.	
NANCHANG, British str., 1,062, E. Robertson, 27th May—Newchwang 20th May, General—Butterfield & Swire.	
NIPPON MARU, Japanese str., 3,452, H. S. Smith, 23rd May—San Francisco 26th April, Mails and General—Toyo Kaisha Kaisha.	
ONASNO, British str., 1,787, Smith, 25th May—Chinwantao 19th May, Coal—C. E. & M. Co.	
PANAMA MARU, Japanese str., 1,234, R. Mute, 18th May—Shanghai 15th May, General—Osaka Shosen Kaisha.	
PREHUPEN, British, 1,065, Jas. H. Scott, 27th May—Saigon 23rd May, Rice and General—Chinese.	
PIRANAGO, German str., 1,021, F. v. Mangoldt, 23rd May—Bangkok via Kohlsichang 16th May, Rice—Butterfield & Swire.	
QUARTA, German str., 1,885, T. Dantelsen, 27th May—Wakamatsu 21st May, Coal—Sander, Wieler & Co.	
RUBY, American str., 2,797, S. A. Crosby, 27th May—Manila 24th May, Sugar, and Merchandise—Shewan, Tomes & Co.	
SABINE, Dutch str., 989, T. Eekert, 24th May—Wakamatsu 18th May, Coal—Jawa-China-Japan Lijn.	
SUBIE, Russian str., 2,179, Levonia, 10th May—Moji 4th May, Coal—Bradley & Co.	
SOSHU MARU, Japanese str., 1,119, K. Suka, 26th May—Swatow 25th May, General—Osaka Shosen Kaisha.	
TAMOUR, British str., 919, H. T. Howard, 18th May—Swatow 17th May, Ballast—Butterfield & Swire.	
TIEMAN, Dutch str., 4,503, J. P. Scholtes, 13th May—Macassar 6th May, Coal—Jawa-China-Japan Lijn.	
TOSA MARU, Japanese str., 3,180, T. Sato, 27th May—Moji 24th May, General—Nippon Yusen Kaisha.	
ULV, Norwegian str., 985, Pedersen, 25th May—Manila 22nd May—Angard, Thorsen & Co.	
VICTORIA, Swedish str., 989, T. Eekert, 24th May—Wakamatsu 18th May, Coal—Jawa-China-Japan Lijn.	
WONGKOL, German str., 1,115, H. Olden, 26th May—Bangkok 18th May, Rice and General—Butterfield & Swire.	

## SAILING VESSEL.

ECLIPSE, British 4-masted barque, 2,996, James White, 12th May—New York 20th Jan., Kerosene Oil—Standard Oil Co.

## ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1910, with INDEX. Price 8/50.

On sale at the "HONGKONG DAILY PRESS" Office.  
Hongkong, 23rd March, 1911

## VESSELS EXPECTED.

## THE AMERICAN MAIL.

The P. M. S.S. Co. str. *China* from San Francisco sailed from Yokohama on the 28th inst. for Hongkong, and is due to arrive here on the 6th prox.

The P. M. S.S. Co.'s str. *Manchuria* sailed from San Francisco on the 16th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 16th prox.

The T.K.K. str. *Chigo Maru* with the U.S. mails sailed from San Francisco for Hongkong, via usual ports of call on the 24th instant, and is scheduled to arrive at this port on the 20th prox.

## THE AUSTRALIAN MAIL.

The I.G.M. str. *Coblenz* left Manila on the 28th instant, at 5 a.m., and may be expected here to-day at 8 a.m.

The B. & A. str. *Aldenhaw* left Sydney on the 13th instant, for this port (via Queensland Ports, Timor and Manila).

The N.Y.K. str. *Nikko Maru* (Australian Line) left Sydney for this port via ports on the 17th inst., and is expected here on the 5th prox.

The B. & A. str. *Eastern* left Sydney on the 24th instant for Hongkong, via Queensland Ports, Port Darwin, Timor and Manila.

## THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Empress of China* arrived at Shanghai at 11.30 a.m. on the 25th inst., and left a.m. at 8 p.m. same day for Hongkong, where she is due to arrive at 9 a.m. on the 1st prox.

The C.P.R. Co.'s str. *Montezuma* left Vancouver, B.C. for Hongkong (via usual ports of call) on the 25th instant a.m.

## THE GERMAN MAIL.

The I.G.M. str. *Prinzess Alice* carrying







# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA Capt. W. R. Le Mare	11 A.M. 31st May	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	ARCADIA Capt. S. Barham	About 8th June	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELHI Capt. H. S. Bradshaw	Noon, 10th June	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	NILE Capt. E. F. Dady, R.N.R.	About 14th June	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SIMLA Capt. C. D. Goldsmith, R.N.R.	About 15th June	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 30th May, 1911.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"KAIFONG"	On 30th May, 4 P.M.
CEBU and NEWCHANG	"NANGHANG"	On 31st May, 4 P.M.
HAIPHONG	"SINGAN"	On 1st June, 10 A.M.
SHANGHAI	"LINAN"	On 1st June, 4 P.M.
SHANGHAI	"CHINHUA"	On 3rd June, 8 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 6th June, 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A daily medical Surgeon is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before midnight on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.  
FARE, \$45 SINGLE and \$80 RETURN.  
For Freight or Passage apply to—  
HONGKONG, 30th May, 1911

BUTTERFIELD & SWIRE,  
AGENTS.

# HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR ROTTERDAM & HAMBURG:
S.S. SLAVONIA ... 4th June	S.S. ARCADIA ... 5th June
S.S. SLOVIA ... 19th June	S.S. FREIENFELS ... 9th June
S.S. HELLA ... 20th June	S.S. SCANDIA ... 23rd June
S.S. SPEZIA ... 1st July	S.S. SITHONIA ... 26th June
S.S. SILESIA ... 12th July	S.S. SLAVONIA ... 8th July
S.S. PREUSSEN ... 28th July	S.S. NEW YORK ... 9th Aug.
S.S. ALESIA ... 9th Aug.	S.S. VANDALIA ... 2nd June

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 23rd May, 1911

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 30th May, at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 2nd June, at 11 A.M.
"HAIMUN"	Capt. J. W. Evans	SUNDAY, 4th June, at 10 A.M.
"HAITAN"	Capt. J. S. Roach	TUESDAY, 6th June, at 11 A.M.

## FOR SWATOW AND RETURN. (Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	WEDNESDAY, 31st May, at 11 A.M.
The S.S. "Haimun" will call at Wakanabe.		
Cabin Passage to the Litter Port at Cheap Rate.		
During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow.		
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).		
For Freight and Passage, apply to—		

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 30th May, 1911.

# INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TO SAIL
SHANGHAI via SWATOW	"KWONGSANG" Tuesday, 30th May, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG" Wednesday, 31st May, Noon.
MANILA	"LOONGSANG" Friday, 2nd June, 2 P.M.
TIENHSIN	"CHEONGSHING" Friday, 2nd June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG" Wednesday, 7th June, Noon.

## RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Yangtze Ports, Taingtao, Weihaiwei, Chefoo, Tientsin & Nanking.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,  
HONGKONG, 30th May, 1911.

GENERAL MANAGERS.

# NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, and COLOMBO, SUEZ and PORTSAID	KAGA MARU Capt. M. Hagino	7,000	WEDNESDAY, 7th June, at Daylight
	KAWACHI MARU Capt. H. Petersen	7,000	WEDNESDAY, 14th June, A.M.
	ATSUTA MARU Capt. Wm. Thompson	9,000	WEDNESDAY, 21st June, at Daylight
	SADO MARU Capt. J. Richards	7,000	SATURDAY, 17th June, from Kobe
VICTORIA B.C. & SEATTLE	INABA MARU Capt. S. Tomioka	7,000	TUESDAY, 20th June, at 4 P.M.
	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 18th July, at 4 P.M.
	YAWATA MARU Capt. J. Nagao	5,000	FRIDAY, 17th June, at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th July, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	TOSA MARU Capt. T. Sato	6,000	TUESDAY, 30th May
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 7th June, at Noon
SHANGHAI, MOJI, and KOBE	BOMBAY MARU Capt. J. Tenevaka	5,000	WEDNESDAY, 7th June
KOBE and YOKOHAMA	MIYASAKI MARU Capt. T. Mura	9,000	THURSDAY, 8th June, at 11 A.M.

Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only.

## CHEAPEST SUMMER RATES

BETWEEN

## HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

## SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

14-40]

T. KUSUMOTO, MANAGER.

## U.S. MAIL LINE.

## PACIFIC MAIL S.S. CO.

### SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

### PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	27,000	FRIDAY, 25th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 9th June, at 1 P.M.

FARES: HONGKONG to LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only). Granted upon Application. To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Ports: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

## INTERMEDIATE SERVICE.

CHINA.....10,200 Tons ..... FRIDAY, 16th June, at 1 P.M.

PERSIA ..... 9,000 Tons ..... FRIDAY, 7th July, at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGA-

SAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 16th June, at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via Canadian Atlantic Ports. £43.

HONGKONG to SAN FRANCISCO via New York " " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

# SWEDISH EAST ASIATIC CO., LTD.

## GOTHENBURG.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILING.

SHANGHAI, YOKOHAMA, KOBE &amp; MOJI "NIPPON" On 15th June.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

OLOF WIJK &amp; CO., CHINA AGENCIES, AKTIEBOLAG.

46] YORK BUILDINGS, TOP FLOOR

# TOYO KISEN KAISHA.

## IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

### SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
NIPPON MARU	11,000	H. S. Smith	FRIDAY, June 2nd, 1 P.M.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, June 30th, 1 P.M.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, 1 P.M.
TENYO MARU	21,000	E. Bent	FRIDAY, July 28th, 1 P.M.

† Triple Screws, turbine engines. \* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Twin Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKO-HAMA and HONOLULU, on FRIDAY, 2nd June, at 1 P.M.

### SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO).

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	CAPTAIN	DATE OF SAILING
HONGKONG MARU	11,000	H. Hasekuma	SATURDAY, June 17th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, 1 P.M.

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKO-HAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 P.M.

### FARES FROM HONGKONG,

TO SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	" 60-0-0, "
" LONDON	" 71-10-0, "
" " " " " " " "	" 120-0-0, Return 6 Months
" " " " " " " "	" 125-0-0, Single
" SALINA CRUZ or MANZANILLO	Yen. 420.00, Single
" VALPARAISO	Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.

(These concessions apply to San Francisco Line only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

# OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY.  
AND  
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking

cargo on through Bills of Lading to all Overland Common Ports in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 13th June, at 11 A.M.
	"CHICAGO MARU"	6,182	WEDNESDAY, 12th July, at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,659	TUESDAY, 30th May, at 11 A.M.
	"MEXICO MARU"	6,061	TUESDAY, 27th June, at 11 A.M.
	"CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 31st May, at 10 A.M.
TAMSUI via SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 4th June, at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WEDNESDAY, 7th June, at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,  
MANAGER

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